

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4428.

日五月初一十年九十二精光

WEDNESDAY, DECEMBER 23, 1903.

三拜禮

號三十月二十英港香

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000
Head Office:—YOKOHAMA.

Branches and Agencies.
TOKIO KOBE.
NAGASAKI LONDON.
LYONS NEW YORK.
SAN FRANCISCO, HONOLULU,
BOMBAY, SHANGHAI.
TIENTSIN, NEWCHWANG.
PEKING.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " 6 " 4 "
" " 3 " 3 "
" TARO HODSUMI,
Manager.
Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND,—
Sterling Reserve \$10,000,000 } \$16,000,000
Silver Reserve \$6,000,000 }
RESERVE LIABILITY OF PROPTORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
Hon. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
G. Michelau, Esq. G. A. Tomec, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.
CHIEF MANAGER:
Hongkong—J. K. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. K. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Hankow
Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

TO LET.

N. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE,
No. 15, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER),
GODOWN NO. 3A, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

Apply to THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 1st December, 1903. [17]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold
\$5,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,800,000

Head Office—NEW YORK.
LONDON OFFICE:
33 and 35 Lombard Street, E.C.
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARIS'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VUEUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED:
On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½ per annum.

" 6 " 3½ "

" 12 " 4 "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1903. [18]

INTERNATIONAL BANKING
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37 about £1,640,000.

Silver Reserve \$6,000,000
RESERVE LIABILITY OF PROPRTORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson, N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
G. Michelau, Esq. G. A. Tomec, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
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MANAGER:
Shanghai—H. M. BEVIS.

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For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

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Chief Manager.

Hongkong, 17th August, 1903. [19]

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SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [20]

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LIMITED.

Authorised Capital £1,000,000

Paid up Capital 324,374

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Chow Tung Shang, Esq. J. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 12th May, 1903. [21]

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Tientsin Tsingtao (Kiautschou)

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DIREKTION DER DISCONTO GESELLSCHAFT.

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DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [22]

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD, Nice
Houses, 4 Rooms, Bath Rooms, Out-
houses and Verandahs. Only \$40 inclusive
of Taxes.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and Airy
Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [23]

TO LET.

CHEAPEST HOUSES IN THE COLONY.

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S. A. SETH,
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Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [24]

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of Taxes.

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WANCHAI ROAD. Comfortable and Airy
Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [25]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA, H. G. H. Lewellen, R.N.R.	Noon, 24th December	Freight and Passage.
SHANGHAI and KOBE	MAGAZON, W. H. S. Hall	About 26th December	Freight only.
(Passing through the Inland Sea)	PALERMO, E. G. Andrews	About 28th December	Freight and Passage.
SHANGHAI	BENGAL, G. Philips	About 1st January	Freight and Passage.
LONDON, &c.	SIMLA, F. K. Summers	Noon, 2nd January	See Special Advertisement.
SINGAPORE and BOMBAY	TIENISIN, H. W. Kenrick, R.N.R.	About 6th January	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd December, 1903.

Intimations.

The great food-value

of Bovril is known and appreciated by those to whom strength and endurance are a vital necessity, such as business-men, travellers, explorers, athletes, military and naval officers, etc. Bovril represents sustenance, nourishment and stimulus in the most condensed and most convenient form. Bovril is the very embodiment of strength.



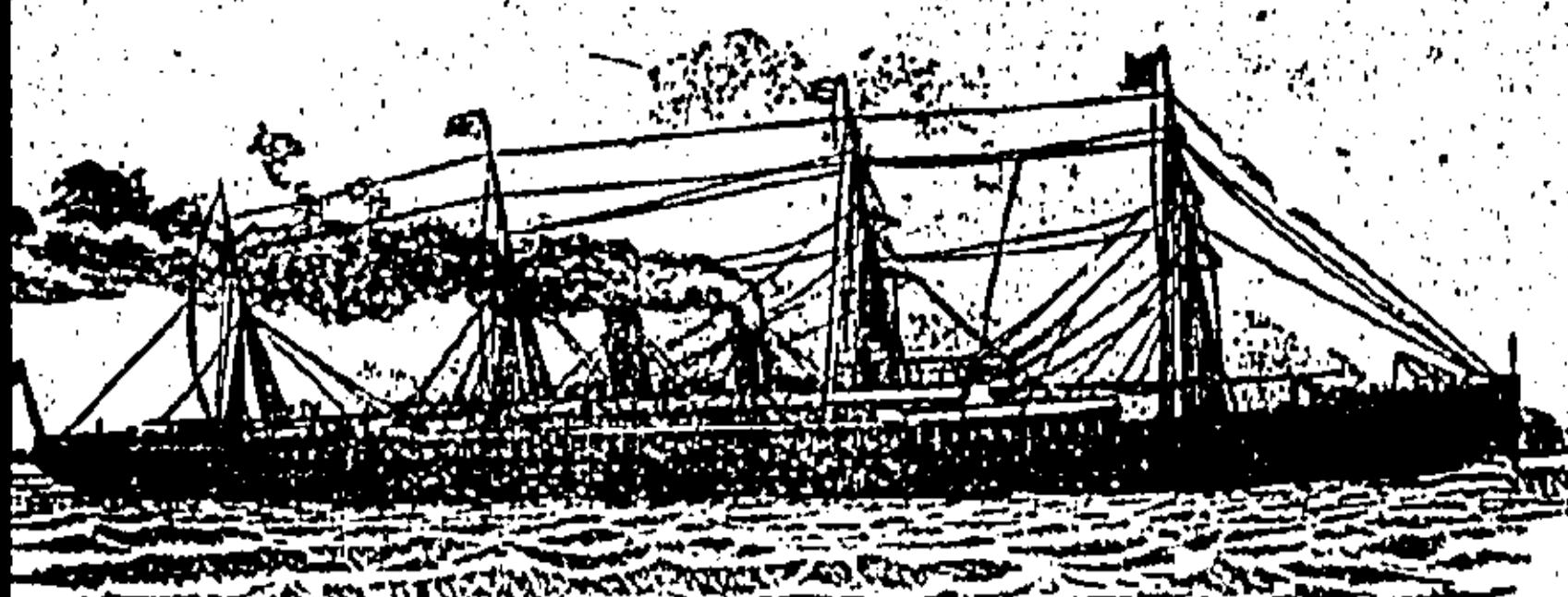
JAPAN

COALS.

THE MITSUI BUSSAN KAISH (MITSUI & Co.)

Mails.

U.S. MAIL LINES.

CIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.C PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;PROPOSED SAILINGS FROM HONGKONG.
KOREA 11,276 Gross Tons, SATURDAY, 26th December, at Noon.
AELEG 4,205 " " SATURDAY, 2nd January, 1904, at Noon.
HONGKONG MARU 6,377 " " SATURDAY, 9th January, at Noon.
CHINA 5,060 " " SATURDAY, 19th January, at Noon.
ORIG 4,783 " " FRIDAY, 29th January, at Noon.
NIPPON MARU 6,307 " " SATURDAY, 6th February, at Noon.
IBERIA 11,284 " " SATURDAY, 13th February, at Noon.
OPTIC 4,352 " " TUESDAY, 23rd February, at Noon.
AMERICA MARU 6,307 " " WEDNESDAY, 2nd March, at Noon.cord Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-
202; 10 days, 15 hours.

P.M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 26th instant at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any port.

Passenger Tickets granted to England, France and Germany by all trans-Atlantic Steamer, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, N PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting lines, and from Chicago to destination the choice of direct lines.

Special rates (First class only) to European Points, are granted to Missionaries, Members Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials in Asia, and to European Officials in the Service of the Governments of China and India.

UNITED STATES and CANADIAN POINTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, Consular and Diplomatic Officials of the Governments of China and Japan, through Bills of Lading issued for transportation to Yokohama and other Japan Ports, San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, via, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by Companies' and connecting Steamers.

FEATURES OF THIS LINE.
The largest and steadiest passenger ships on the Pacific.

Southern Route: passengers enjoy out-door throughout; deck bathing. The call Oahu, the most fertile and beautiful island of the Pacific. The only line San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Com-

Queen's Building.

J. STUART THOMSON, Acting Agent,

Hongkong, 18th December, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

PRESS Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

S. "EMPEROR OF CHINA" ... 6,000 Tons WEDNESDAY, 13th January, 1904.
"ATHENIAN" 3,882 " " WEDNESDAY, 27th January.
"EMPEROR OF INDIA" 6,000 " " WEDNESDAY, 10th February.
"TARTAR" 4,445 " " WEDNESDAY, 24th February.
"EMPEROR OF JAPAN" 6,000 " " WEDNESDAY, 9th March.
"EMPEROR OF CHINA" 6,000 " " WEDNESDAY, 30th March.
"EMPEROR OF INDIA" 6,000 " " WEDNESDAY, 20th April.
"ATHENIAN" 3,882 " " WEDNESDAY, 27th April.
"EMPEROR OF JAPAN" 6,000 " " WEDNESDAY, 11th May.

The magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO COVIER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving 22 DAYS to a WEEK in the Trans-Pacific journey, and make connection at Coover with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers from Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD in tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and India.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, and to none in the World, the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Fair), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Itines of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 1st September, 1903. Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIALEISCHER FRAUDT-DAMPFER DIENST.

Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

HAMBURG HAVRE and HAMBURG. 30th Dec. Freight.

VOIA (Calling at SINGAPORE and PENANG) ROTTERDAM and HAMBURG. 10th January. Freight and Passengers.

BRIA HAVRE and HAMBURG. 1904. Freight.

DURBURG HAVRE and HAMBURG. 15th January. Freight.

BINZER HAVRE and HAMBURG. 1904. Freight.

ESIA HAVRE and HAMBURG. 6th February. Freight.

EDENFIELD (Calling at SINGAPORE and COLOMBO) NEW YORK. About end of December, 1904. Freight.

IBIA VIE SUZEE. Beginning of January.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 24th December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN" 2,363 tons. Captain H. D. Jones.
"POWAN" 2,138 " G. F. Morrison, M.R.N.
"FATSIAN" 2,100 " A. A. D. X. N.
"HANKOW" 3,073 " C. V. V. M.
"KINSHAN" 2,160 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Sunday excepted). Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons. Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted). Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons. Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AN & MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons. Captain B. Branch.
"NANNING" 563 " C. Butchart.
"TAK HING" 618 " R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP	KOBE and YAHANA.	Second half of December	S'PORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMARI	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201. Hongkong, 30th November, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

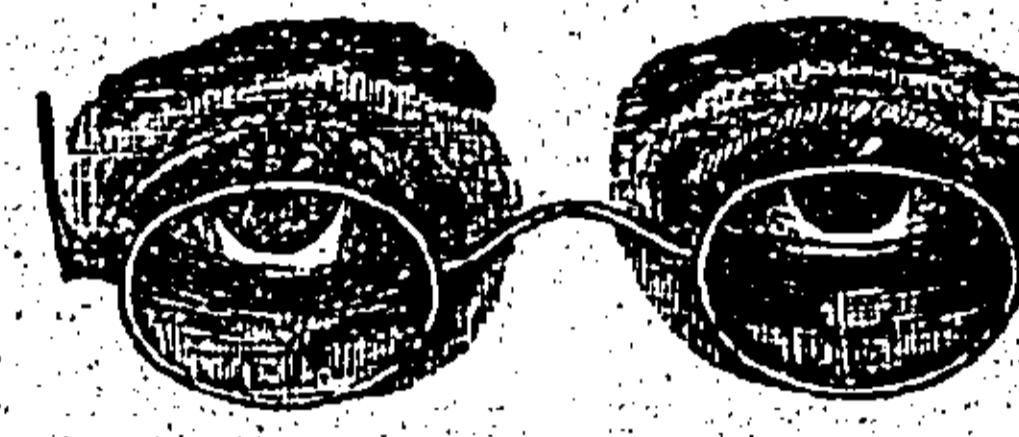
Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573e]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

[6]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

[ii]

Hongkong, 2nd July, 1903.

CHRISTMAS HOLIDAYS.

In accordance with the Provisions of Ordinance No. 6 of 1875, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY and SATURDAY, the 25th and 26th instant, respectively.

Hongkong, 22nd December, 1903. [1534e]

MADAM FLINT & CO.,

DRESSMAKERS

AND

MILLINERS,

HAVE JUST RECEIVED

SMART READY-MADE
WINTER COSTUMES
OF THENEW FASHIONABLE
MATERIAL,NOW SO MUCH IN VOGUE IN
LONDON.

Hongkong, 23rd November, 1903. [1432e]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th August, 1903. [19]

DEUTSCHE WEINGESELL

THE SHANGHAI COTTON MILLS

Visitors to Shanghai on coming up the river would naturally observe that the Glasgow of the East is fast becoming also the Manchester of those parts. The wave of Westernisation in the direction of manufacturing industry has at last swept over the land in spite of all official obstruction, thanks to the Chino-Japanese treaty, concluded after the war. The many mills with which both the banks of the river are studded are well worth a visit, though the description of one will almost do duty for all.

The three mills on the Yangtze River were built simultaneously and there was a bit of a race as to which would be a going concern first. The Laou Kung Mow won the day and should therefore be considered the pioneer Mill in Shanghai. It is owned by a limited liability company and the opening ceremony took place on the 10th March, 1897, under the presidency of Sir (then Mr.) C. J. Dudgeon, the Chairman of the Board of Directors.

The mill occupies a large area of ground, just at the gateway in an unpretentious little building is the manager's office. Passing this, one comes to the main building, which is the mill proper. But to begin the inspection with the engine room one has to go to the rear of the mill where the engine building is situated. The building is raised some six feet above ground and the doorway is approached by a broad flight of stone steps. Once inside, it will become apparent that ample provision has been made for elbow room and free admission of light and air in case of any future expansion. The room is 90 feet long by 30 feet wide and is 50 feet high. Overhead is a powerful traveller for use in lifting any of the heavy parts of the engines, which may be required to be moved for inspection, cleaning or repairs. The engines, it need hardly be said, are a standing testimony of the thoroughness and solidity of British workmanship. They are by Vates and Thom of Blackburn and built on the triple expansion system and are horizontal with four cylinders. They drive the fly pulley wheel which is grooved for twenty-nine ropes and this huge wheel is twenty-four feet in diameter, six feet wide, and weighs forty-two tons. The ropes running carry the power to the main lines of shafting whence it is supplied all over the buildings to be served. The arrangements for lubrication are such that it is possible not only to keep the engines sufficiently oiled but also to keep them free from dust and superfluous oil with ease and perfect safety. The engines are named Isabella and Sofia, after Lady Dudgeon and Mrs. Anderson, the spouses of two of the Directors.

The next place to visit is the boiler house, which is 70 feet long by 45 feet broad and roofed with galvanised iron. Here are three Lancashire boilers each 30 feet long by 8 feet in diameter with a working pressure of 180 lbs. The boilers which were solidly bricked in and covered with non-conducting composition were constructed by Thomas Beeley of Hyde, Manchester. The power plant on the whole is of a very costly pattern but the economy in fuel has amply repaid for the capital expenditure.

The scutching room to be seen next contains machinery by Lord Bros. of Todmorden. In these the raw material goes through its first process. Straight from the pod as it were the fibre is placed into a feeder and delivered automatically to the opener, thence it passed into a scutcher attached and thence in the form of a lap to an intermediate and afterwards a finishing scutcher. From here to the carding engines and finally to the spinning machines, where the material comes out in the form of yarn. The main building where these processes are carried out is 435 feet long by 220 feet wide and consists of a ground and upper floor. On the ground floor are the carding engines, scutchers, and other heavy machinery and on the upper the spinning machinery have been put up. Here are provisions for 50,000 spindles. Each spindle when working makes 7,000 revolutions per minute. The spinning machinery is by Tweedale and Smalley of Castleton, Lancashire. The numerous automatic registering contrivances to record the minutest details are marvels of ingenuity. The whole of the upper floor is splendidly lighted and the ventilation is perfect throughout, considering the large number of operatives that are employed here. The roof is slightly pitched rising 1 in 30 from the sides to the centre which allows a sufficient fall for rain water, to catch which is a specially designed gutter running all round the building, and the principal features of which are rapid disposal of water and freedom from leakage.

Part of the lower portion of the building is screened off for a packing room where the packing is done by means of an hydraulic machine.

Within the compound is a huge tank dug out of the mud and faced with stone and with a capacity of one million gallons. To the farthest end of this tank a flume conveys all the waste water from the engines which is used over again, being drawn out from the end nearest to the mill.

To light the whole mill by electricity there are two engines and two dynamos, each of the former being of 16 b.p. and constructed by Marshall and Sons of Gainsborough. The dynamos which were made at the Crompton Works, Essex, have an amperage of 370 for each dynamo at 100volts. Each of the dynamos furnishes light for 500 lamps of .16 candle power. The electric light engine room and fitting shop adjoin and are 50 feet long by 18 feet wide. Overhead are the quarters for the European staff.

The heating throughout is by steam. There are elaborate arrangements for coping with any outbreak of fire. In the first place there is a thorough installation of Grinnell sprinklers which have extinguished many an incipient fire. Then the upper floors are semi-fire proof being 5 inch Oregon with a layer of one inch of mortar covered by 1/2 inch flooring boards. Besides there are automatic closing doors between the rooms, so that if a fire should break out it can be easily controlled.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manilla.

releases the door which slips gallionwise into iron fastenings where it effectually closes the aperture and prevents the issuing of smoke. Underneath the ground floor of the scutching room are several tunnels through which by a powerful current of air the inflammable dust of the mill is drawn off and blown into the open air, having its outlet near the chimney shaft, which is built of red brick, 125 feet high and 20 feet square at the base.

We have to the best of our ability essayed to give a clear description of the various machinery but some of them are such marvels of human invention or ingenuity that their details baffle a comprehensive description. A visit therefore to the mill would not only prove amusing but highly instructive.—*Shanghai Mercury*.

Masonic.

ZETLAND LODGE,

No. 542, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASON'S HALL, Zetland Street, on MONDAY, the 28th instant, at 5.30 for 6 P.M. precisely. Visiting Brethren are cordially invited to attend. —Hongkong, 22nd December, 1903. [1556c]

Intimations.

THE ROBINSON PIANO CO. LTD.

THERE IS NO XMAS GIFT GIVES SUCH GREAT AND PERMANENT PLEASURE AS

THE "APOLLO" PIANOPLAYER



PRICE: From \$400 up.

IT IS A REVELATION
Pay PART Cash and Balance
LATER.

VICTOR TALKING MACHINES
absolute reproduction of the human voice.
Songs by the Best Singers,
Comic Songs and Speeches,
Good Band Music.

SPECIAL OFFER
at this Season.

PAY for the Records now and for the Machine LATER.

PIANOS:

Magnificent instruments at specially Low Prices during Xmas week. Do not fail to inspect our stock if you wish to make a handsome gift.

Our NEW STOCK OF MUSIC has arrived.

Hongkong, 22nd December, 1903. [4150]

MEE CHEUNG, PHOTOGRAPHER, 1st FLOOR OF ICE HOUSE, 1st Ice House Road.

IS now in a position, in his New, and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1903. [4150]

THE NEW FRENCH REMEDY TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Robert, Veippeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto known.

THE THERAPION No. 1 is a remarkable medicine, often daily required in the treatment of chronic diseases, especially those which are incurable, and which are affectedly superseded by injections, those of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dentistry, particularly in the treatment of caries, it is a most effective remedy, and some of the most trying complaints of this kind, will be found astonishingly efficacious, affording prompt relief.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from error, and remarkably cheap!

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD, HONGKONG.

[4144]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India, and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper, and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three	20.00
Six	37.50
Twelve	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6	10 "
12	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

5/- each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

CARDS.

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EXPRESSES.

All job printing is done under European
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THE MANAGER,

HONGKONG TELEGRAPH CO., LTD.

1, ICE HOUSE ROAD, HONGKONG.

[4144]

THE RADNORSHIRE.

Captain C. H. Burch, having arrived from the
above port, Consignees of Cargo, are hereby
informed that their Goods are being landed at
their risk into the Godowns at Kowloon and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Himalaya*.

From Australia, &c., ex S.S. *Australia*.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO DAY.

Goods not cleared by the 25th instant, at
4 P.M., will be subject to rent.

No Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 1st December, 1903. [4144]

NOTICE TO CONSIGNNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharfs and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Himalaya*.

From Australia, &c., ex S.S. *Australia*.

From Persian Gulf, &c., ex B. I. S. N. and
B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
3 P.M. TO DAY.

Goods not cleared by the 25th instant, at 4 P.M.,
will be subject to rent.

No Insurance will be effected by me in
any case whatever.

Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

PORT.

Per doz. Per bot.

B.—OLD VINTAGE, super-

bottle quality, Red Capsule \$16.00 \$1.40

C.—FINE OLD VINTAGE

superior quality, Black

Seal Capsule - - - 20.00 1.70

D.—VERY FINE OLD VIN-

TAGE, extra superior, (old
bottled), Violet Capsule - 27.00 2.25

NOTE.—Port, after removal, should be
rested for a month before use.

Wine required for IMMEDIATE use
should be ordered to be decanted before
being sent out.

These Wines are specially suited for
Invalids and general use, and are too well
known to need further comment.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 156.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
洋利廣
TEMPORARY STORE:
1ST FLOOR, 12, QUEEN'S ROAD,
(above Messrs. H. Price & Co.)

XMAS & NEW YEAR CARDS.

FURNITURE
DEALERS.

DRAWING-ROOM,

DINING-ROOM,
and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

**PHOTOGRAPHIC
DEPARTMENT.**

DEVELOPING and PRINTING

UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 29th August, 1903.

[72d]

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355a]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

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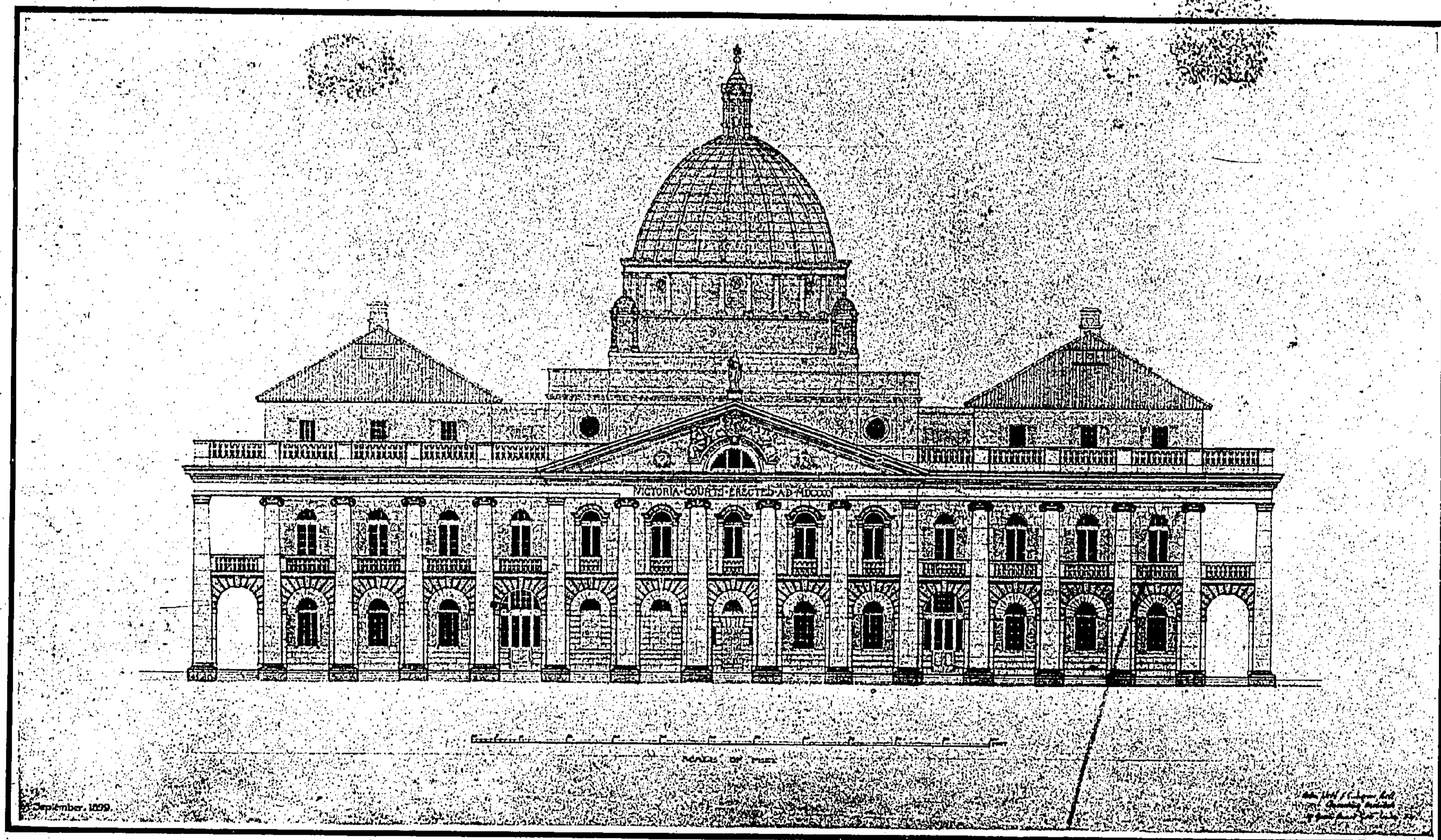
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SUPPLEMENT TO THE HONGKONG TELEGRAPH

THE NEW LAW COURTS



September 1099

PHOTO BY C. W. CLARK

4. ICE HOUSE STREET, HONGKONG.

PROPOSED NEW BUILDINGS - WEST ELEVATION

DESCRIPTION OF THE BUILDING.

Since the laying of the foundation stone of the new Law Courts by Sir HENRY BLAKE on the 12th November last, there has been renewed activity on the vacant land lying between the Queen's Statue and the City Hall, and the outline of the buildings can now be readily traced by means of the brick walls which are daily increasing in height. The building, consisting of the new Law Courts, Land Offices, etc., will, when completed, form a very valuable addition to the architecture of the city, and one of the finest erections in the Colony, the beauty and skill portrayed in the design being far in advance of anything to which we have been accustomed. The style that has been adopted is, as might be expected, purely classic in feeling, following the English school and with details of a Greek character. The site lies between Des Voeux Road and Chater Road, and is adjacent to the Cricket Ground on the west side. The designs of the buildings were prepared by Messrs. ASTRON WOOD, R.A., and E. INGRESS BELL, F.R.I.B.A., of 19, Queen Anne's Gate, London, the Consulting Architects to the Government of Great Britain, and the work is being carried out under the supervision of Mr. H. A. FISHER, A.R.I.B.A., of the Public Works Department, Hongkong.

The ground floor of the structure will be occupied by various offices for the officials of the Courts, including spacious apartments set aside as Land Offices, and separate rooms for the Registrar, the Deputy Registrar, and their respective clerks, and also for the Bailiffs. On this floor also is a Prisoners' Receiving Room with a separate entrance, and cells in connection, while special staircases leading to the docks of the large and small Courts on the floor above will be provided. There are two large entrances for the general public, both on the west side of the building, and these communicate with the several offices by means of spacious corridors. Access for the public to the first floor is provided by two wide staircases, and on the east side is an entrance for the Registrar and other officials, and a separate doorway for the use of the Judges.

A lift, which will be worked by electrical power, will be used in addition to a private staircase, for the convenience of the Judges and other officials who may be engaged on the upper floors. The official portions of the building throughout are carefully kept distinct from those to which the general public have access.

On the ground floor ample accommodation is also provided for the safe custody of official records.

There is a small basement in which are situated the furnaces, boilers, etc. for the heating of the building, which will be on a hot water system at low pressure, with radiators in all rooms and corridors. The system is arranged in four separate sections in order that only such portions of the building as are necessary need be warmed at any one time.

The large Court is placed in the centre of the first floor and is surrounded by the smaller rooms and corridors, so that no sound from outside the building may penetrate while the Court is sitting. This is a large and lofty apartment lighted by means of four large semicircular windows placed high up, each being twenty-eight feet in diameter, and four small circular windows. Ample space is provided for members of the legal professions, for the jury, witnesses, reporters, &c., as well as the usual accommodation for the Judge and prisoners, and a considerable area is also reserved for the use of the public.

There will be four pairs of massive granite columns ranged along the walls supporting the large dome above, and these will add much to the handsome and imposing appearance of the Court. The height of this chamber, from the floor to the ceiling of the dome, will be forty-eight feet.

There is a smaller and commodious Court on this floor on the north side of the large Court, from which it is separated by a wide corridor, and is well lighted by casement windows opening on to the colonnade. This is for the use of the Puisne Judge.

The south end of the same floor is occupied by a spacious Library for the use of the Judges and officials, which is also in communication with the colonnade. The Library is surrounded by a wide overhanging gallery.

On the same level is a large number of rooms grouped around the Central Court, and set apart for the use of counsel and solicitors, while waiting rooms for witnesses and consultation rooms for the convenience of litigants are also provided; in addition to separate retiring rooms for each of the Judges, besides the Jury room, and efficient lavatory accommodation is provided throughout.

The second floor, reserved for officials of the Court, is gained by a continuation of the officials' staircase from the ground floor, and by the lift. Here are situated large offices for the accommodation of the Attorney General, the Crown Solicitor, and their respective staff of clerks, and a considerable space is set apart for the storage of books, etc.

The internal walls are to be built of red bricks, while the main piers supporting the dome and some other portions will be of granite. The external walls are to be faced in

with concrete flats, and over the centre of the building a large dome of some forty feet span is cleverly placed on four massive granite piers. These are connected by heavy arches of brickwork in cement from which springs the inner dome, forming the ceiling of the large Court. Above this again rises the drum of the external dome, consisting of granite faced walls supported on steel framing and surrounded by detached columns. From the base of the drum eight steel trusses spring, supporting the stone lantern at the top, and which are united on their outer surface with steel framing filled in with concrete, and covered externally with cast granolithic slabs, forming the outer surface of the dome.

Internally, the walls of the various rooms will be finished in plaster, and there will be glazed tile dados to all lavatories and corridors. The ceilings will be ornamented in plaster, which will be formed with asbestos where necessary for protection from fire. The floors throughout, except to lavatories, will be finished with hardwood blocks laid in preservative composition, and the lavatories are to be paved with ornamental tiling. The staircases will all be constructed in granite, with ornamental wrought iron balusters and polished wood handrails. The joinery throughout is to be in teak, and has all been specially designed for the building.

The whole of the interior of the building will be amply lighted by means of electric glow lamps, and great attention has been given to the warming and ventilation of each of the several apartments.

The principal elevation of the structure is to face towards the west, and will consist of a single Ionic order some forty-five feet in height, forming fifteen bays with attached columns and square angle piers. The piers are interconnected by semicircular arches supporting the floors of the colonnade above with ornamental balustrades and moulded copings, all in granite. Between the piers and the main walls on the ground floor is a wide colonnade entirely surrounding the building except for a small portion on the east side. This colonnade is spanned by a series of semi-circular arches which support the walls and floors above. The upper colonnade runs round the greater part of the first floor, above which is a balcony to the second floor, access to both being afforded by folding casement doors. The colonnades will be finished with finely punched granite walls and arches, and tessellated pavements. The centre portion of the west elevation is surmounted by a pediment containing one semicircular opening, around which are grouped the Royal arms, and the whole is crowned by a statue of Justice, standing nine feet high. Behind this pediment rises the square base of the central dome, which is terminated at each angle by a graceful pinnacle built of granite. From this base the drum of the dome ascends, consisting of a circular Doric order, the intercolumnar spaces being pierced with windows. Above this rises the graceful outline of the dome, the whole being surmounted by a handsome granite lantern, terminating at a height of over one hundred and thirty feet from the ground, in a boldly carved Tudor crown.

The elevation on the north, south and east sides will be similar in character to that on the west, but without the pediment, each facade being finished with a parapet wall and granite balustrade.

The foundation stone, a fine block of Chinese granite, which was laid by H. E. Sir H. A. BLAKE last month, bears the following inscription in gilt letters:

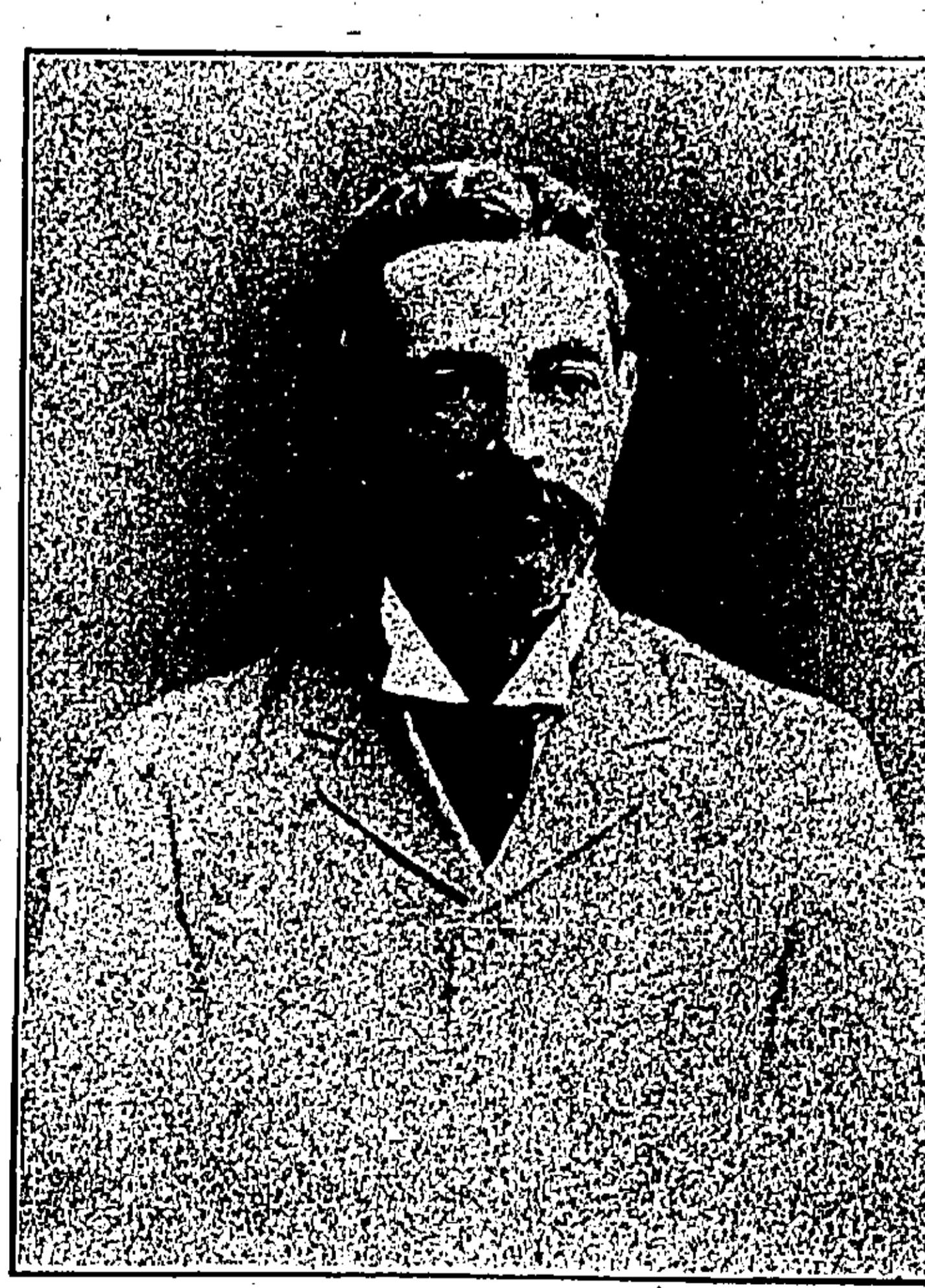
THIS STONE WAS LAID
on the 12th November, 1903,

by
His Excellency
SIR HENRY ARTHUR BLAKE, G.C.M.G.,
Governor of Hongkong.

WILLIAM CHATHAM, M. Inst. C.E.,
Director of Public Works.

ASTON WOOD, R.A.,
E. INGRESS BELL, F.R.I.B.A.,
Archit. cts.

CHAN AN TONG,
Contractor.



HON. W. CHATHAM, M.I.C.E.

Director of Public Works,
Hongkong.

finely punched white granite, all of which is being carefully selected for the purpose. The whole building will be of fireproof construction, and has been designed with a view to efficiently withstanding the ravages of white ants. The floors throughout are formed in concrete and steel, all the metal being well protected by casings of concrete and asbestos plaster. The Small Court and Library will be covered with red tile roofs; the smaller rooms and corridors

TELEGRAMS.

(Reuters.)

The Situation in the Far East.

LONDON, 21st December.

The papers generally recognize the gravity of the situation and the possibility of Great Britain becoming involved. The *Morning Post* says Great Britain ought to be ready for all eventualities. A Russo-Japanese war would involve Great Britain in serious responsibilities to meet which preparation is needed.

To-day's information from the Far East shows that the situation remains critical. Japan now proceeds to request a reconsideration of the Russian proposals, which if granted will be followed by further negotiations.

Commodore Robinson Promoted.

Commodore Robinson, H. M. S. *Tamar*, has been promoted to the rank of Rear-Admiral.

Chinese Labour in South Asia.

At a mass meeting in Cape Town it was resolved to condemn energetically Chinese labour.

LATER.

The Kaiser at Hanover.

A speech by the Kaiser at a military celebration in Hanover, in which he declared that the Hanoverians and Blucher saved the English from destruction at Waterloo, has evoked great irritation in England.

THE VOTE OF CENSURE IN THE MIKADO'S ADDRESS.

EXPLANATION BY MR. KONO.

PRESS OPINION.

Mr. Kono, the President of the House of Representatives, who drafted the remarkable and unusual Address in reply to the Imperial Message, which was the direct cause of the dissolution of the Diet on the 11th inst., is now the chief object of public attention.

It is stated in the *Kobe Chronicle* that Mr. Kono took the course he did with deliberation and a full sense of responsibility, being resolved to resign the presidency of the House and also his membership of the House should the Address be rejected. Mr. Kono had even drawn up his papers of resignation. He is reported to have stated to a personal friend that he had firmly resolved to refuse to allow the reply to be again opened to debate. Had the motion to reconsider it been carried by a large majority, it was his intention immediately to resign the presidency and also his membership for having, as he explained, disturbed the Imperial mind by submitting such a reply. Mr. Kono accepts all responsibility for the document. In an interview with the Tokyo representative of the *Asahi*, the late President said he had long disapproved of the custom by which the Address in reply to the Imperial Message was made a mere formality. He desired to introduce an innovation and include in the reply the sentiment of the House, and when he was nominated he put this view into practice.

On the 8th instant, Mr. Kono continued, he met Messrs. Ozaki (Mayor of Tokyo), Mr. Akiyama (proprietor and editor of the *Nikoku*), and two other prominent men, and consulted with them on the formation of an alliance of the Opposition parties. A proposal was then made to include the opinion of the House in the Address in reply to the Imperial Message. Mr. Kono, however, deliberately opposed the proposal, as he had already himself secretly decided to frame a reply in the sense, and if the matter was discussed by others he feared the secret would be divulged. He alone was responsible for the departure from the old usage.

The *Asahi* contends that there is nothing improper in the fact that the sentiment expressed in the Address should show a change with the times. Whatever form it takes, however, when once approved by the House, it must be regarded as a vote of the House. The Government may dissolve the Diet [this article appeared before the dissolution had actually taken place] but after such an adhesion it should devote its whole attention to the present diplomatic question and discharge its duty to the best of its power.

The *Nippon* strongly approves the course taken by the House, and urges that it should be followed by an address of impeachment of the Ministry, to be presented to the Emperor, in order that the Cabinet may be overthrown for deceiving the whole nation. Our contemporary holds that the remarkable reply of the House to the Imperial Speech, which might otherwise have caused a stormy debate, was well-engineered. It was carried unanimously, and it was an expression of the opinion of the nation.

The *Yomiuri* also warmly applauds the Address, and points out that the proceedings of the House of Representatives on Thursday last were unprecedented in many respects—that the reply contained an impeachment of the Government, that the address of impeachment was carried unanimously, that the reply was drawn up by the President of the House who was elected to that office by an unprecedented majority, and finally that the reply was carried by the unanimous vote of the House. There has been no precedent for such proceedings in the past, and the incident may not have its equal in the future.

Naturally, the *Kokumin*, a Government organ, strongly condemns the whole affair, while it describes the course taken by the Opposition as highly disrespectful to the Throne, abominable in the extreme, and a specimen of the shabby and secret intrigue by which the character of the House has been destroyed.

THE HONGKONG HIGH-LEVEL TRAMWAYS CO., LTD.

ANNUAL MEETING.

The nineteenth ordinary general meeting of the shareholders in the Hongkong High-Level Tramways Co., Ltd., was held at the Registered Office of the Company, 38 and 40, Queen's Road Central, at noon to-day for the purpose of receiving the report of the general managers together with a statement of accounts for the year ending 30th November, 1903. There were present Messrs. Hart Buck (chairman), Henry Humphreys, C. Ewens, A. H. Mancell, G. Murray Bain, R. K. Leigh, W. H. Gaskell, J. A. Tarrant, J. M. Wong, and J. L. Cotton (secretary).

The notice convening the meeting having been read,

The Chairman said:—Gentlemen, as you have doubtless seen the report and statement of accounts I will with your permission consider them a read. I am pleased to say that our business during the last financial year has been as good as before and that we are in a position to pay an increased dividend. The improvements to the station at the Upper Terminus have been completed and have given general satisfaction. As you are of course aware our capital—\$125,000—does not in any way represent the value of our property; in fact, if at the present time we were to construct a similar line with the same kind of building at the various stations, I think we should require a capital of at least \$500,000, which would naturally reduce our present substantial dividend to a comparatively insignificant one. I might add that in view of the fact that almost all the building sites in the Peak district are now built upon we must look to the visitor passing through the Colony for any future improvement in our returns. Before moving the adoption of the report and statement of accounts I shall be pleased to answer any questions.

There being no question the Chairman proposed that the report and account as presented be adopted and passed.

Mr. Murray Bain:—Gentlemen, I have great pleasure in seconding that proposition. I think shareholders, generally, will agree that the company is in a very good position financially, and in every other way. The General Managers deserve great credit for the way in which they have managed the business during the past year.

The motion was carried.

CONSULTING COMMITTEE.

On the proposition of Mr. H. Humphreys, seconded by Mr. Mancell, Mr. C. Ewens, Hon. C. W. Dickson, and Mr. R. K. Leigh were re-elected to the consulting committee.

AUDITORS.

The Chairman proposed, Mr. R. K. Leigh seconded, and it was agreed that Messrs. W. H. Potts and Gaskell be re-elected auditors.

The Chairman:—That, gentlemen, concludes the business of the meeting. Dividend warrants will be ready after three o'clock to-day. Thank you for your attendance.

REPORT.

The following is the report and accounts at the meeting:—

To the shareholders of the Hongkong High-Level Tramways Co., Ltd.

Gentlemen.—We beg to lay before you the report and statement of accounts for the year ending 30th November, 1903.

The net profits for the twelve months, after paying charges and all running expenses, and making provision for auditors' fees, amount to \$41,315.66

To which has to be added the balance brought forward from last account

3,890.13

\$45,205.79

And from this has to be deducted remuneration to general managers (% on gross earnings)..... 4,380.39

Leaving available for appropriation \$40,825.40

Your general managers and consulting committee recommend that a dividend of \$2 per share be paid to shareholders, absorbing \$25,000; that \$5,000 be written off rolling stock, and \$1,541.82 off stations and shelters; and the balance, viz., \$4,283.58 be carried to new profit and loss account.

CONSULTING COMMITTEE.

Mr. J. Orange having resigned, Mr. R. K. Leigh was invited to fill the vacancy, and accepted a seat on the board. In accordance with rule 15 of the Company's Articles of Association, the present members, Mr. C. Ewens, the Hon. C. W. Dickson and Mr. R. K. Leigh retire, but, being eligible, offer themselves for re-election.

AUDITORS.

In the absence of Mr. Fullerton Henderson from the Colony, the accounts have been audited by Mr. W. H. Potts and Mr. W. H. Gaskell. Mr. Potts and Mr. Gaskell offer themselves for re-election.

JOHN D. HUMPHREYS & SON
General Managers.

Hongkong, 12th December, 1903.

BALANCE-SHEET.

For the Year ending 30th November, 1903.

Liabilities.

Capital account: 1,250 shares of \$100

each, fully paid up \$125,000.00

Permanent reserve fund 25,000.00

Unclaimed dividends 3,000.00

Local and General liabilities 6,069.30

Profit and loss: brought forward \$ 3,890.13

Profit and loss: for cur. rent year 41,315.66

\$45,205.79

\$201,606.09

Ass'ts.

Permanent way, concession and land of grant as per last account \$125,000.00

Stations, Crown leaseholds and buildings (Inland Lots, 1,317, 1,332,

1,333, 1,334, 1,335, 1,336, and R.

B, Lot 80) 154,182.25

Rolling stock	27,952.99
Furniture account	125.00
Coals and stores in hand	1,492.59
Accounts receivable	750.47
Cash in H. & S. Bank	\$26,993.29
Cash and compradors' or dards in hand	1,873.50
	30,866.79
	\$201,606.09

Dr.

PROFIT AND LOSS ACCOUNT.	
To salaries and wages	\$22,516.20
maintenance and repairs	5,261.18
charges	3,174.35
coals and stores	9,763.45
rates, crown rent and fire insurance	1,078.64
godown and station rent	\$2,100.00
Less sundry rents received	604.67
	1,495.33
Office rent and clerks' salaries	3,000.00
Balance	45,205.79
	\$91,497.94

Cr.

By amount brought forward from last year	\$ 3,890.13
transfer fees	4.00
traffic receipts for the year to date	86,083.18
interest	259.78
steel rails	1,260.85
	\$ 91,497.94

JOHN D. HUMPHREYS & SON,
General Managers.

We have compared the above statement with the books and vouchers of the company, and found it to be correct.

W. HUTTON POTTS, } Auditors.
W. H. GASKELL, }

Hongkong, 12th December, 1903.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

WHAT OF THE NAVY?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH".

SIR,—At the risk of being considered impudent, the Navy League again asks the hospitality of your columns to bring certain matters of moment to the notice of their fellow-countrymen.

The Executive Committee hope therefore that you will see your way to allow them to place the views of the League before the public through the medium of your paper.

At the present time, (by Parliamentary Return 165, of 1903) built and building, we possess 63 ships of the line to the 62 of France and Russia. (If the six ships of the new Russian programme are included, the comparison is 63 British to 68 of France and Russia). If France and Germany coalesce, we are confronted with a total of 72, and in the case of Russia and Germany with a total of 62.

In May 1894, the Ito Cabinet dissolved the Diet on a vote of want of confidence in the Ministry, made by the alliance of the foregoing six factions, the Liberals again excepted. The fourth dissolution was by the Matsugata Government in December 1897, again on a vote of want of confidence, due to an alliance on this occasion between the Liberals and Progressists.

The fifth dissolution occurred in June 1898, by the Ito Cabinet, and was brought about by the opposition of the House to the increase of the Land-tax. Last year's dissolution, as is well known, was the result of the protest of the Constitutionalists and Progressists against the continuation of the higher rate of the Land-tax. The Katsura Cabinet, as now, was in power. It will be seen that the seventh dissolution, just effected as a result of the remarkable Address in reply to the Imperial Message, is due to a somewhat different cause from its predecessors.—*Kobe Chronicle*.

The maintenance of sea supremacy has been assumed as the basis of the system of Imperial Defence? To maintain this supremacy, we take Lord George Hamilton's assertion that "Our establishment should be on such a scale as to be at least equal to the naval strength of any two other countries. For the purpose of meeting unexpected blows we should have a considerable margin of reserve." The above figures show a very doubtful supremacy and no margin of reserve whatever. This is the state of affairs to-day and unless immediate steps are taken, the situation will be worse in 5 years' time.

In the comparisons of battleships, we have omitted any mention of coast defence vessels of which France, Russia and Germany possess 14, 13 and 11 respectively, and these coast defence vessels are capable of doing good service off their own ports. Of coast defence vessels we have but 2.

Next, as to the efficiency and number of our cruisers, it has been laid down by naval authorities that each battleship should be attended by two cruisers for scouting and necessary work in connection with the battleship fleet. We possess of cruisers, armoured, protected and unprotected, 164 all told. Where does the margin of superiority come in to protect the Mercantile Marine consisting of 11 million tons of vessels?

To call attention to so dangerous a rift in the national armour, would be useless were there not some remedy to be suggested, and before doing so it may be well to note the increase of expenditure on the fleets of the principal maritime nations from 1889 to 1902. That increase has been as follows:

1889. 1902.

Britain 11,556,000 31,255,000

France 8,108,000 12,272,000

Russia 3,670,000 10,241,000

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
LASGOW and LIVERPOOL	"PYRRHUS"	On 27th December
LASGOW and LIVERPOOL	"TYDEUS"	On 27th December
LASGOW and LIVERPOOL	"NESTOR"	On 1st January
LASGOW and LIVERPOOL	"KEEMUN"	On 8th January
LASGOW and LIVERPOOL	"KINTUCK"	On 14th January
LASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January
LASGOW and LIVERPOOL	"MOYUNE"	On 28th January
LASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February

HOMEWARDS.

FOR	STEAMERS	TO SAIL
ARSEILLES, L'IDON & A'WERP,	"DARDANUS"	On 5th January.
ARSEILLES, L'IDON & A'WERP,	"YANGTSZE"	On 19th January.
LIVERPOOL	"YANGTSZE"	On 19th January.
(With Transhipment at SINGAPORE)	"NESTOR"	On and February.
ONDON & ANTWERP	"KEEMUN"	On 15th February.
GENOA, MARSELLES & L'POOL	"KINTUCK"	On 16th February.
ONDON & ANTWERP	"MOYUNE"	On 1st March.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
ICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, &c.	"TYDEUS"	On 29th December.
NAGASAKI, KOBE and YOKOHAMA.	"PINGSUEY"	On 24th January.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 23rd December, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th July, 1903.

[page]

CHRISTMAS HOLIDAY EXCURSIONS TO MACAO.

Shipping—Steamers.

EXCURSION TO MACAO.

THE Commodious Steamer

"TAI-ON."

will run a SPECIAL TRIP to MACAO, on SUNDAY, the 27th instant, leaving her Wharf at 9 A.M. and return from Macao at 8.15 P.M. sharp.

TICKETS, RETURN FARE, \$1.

A Charitable Bazaar in aid of the Canossian Sisters of Charity will be held at the Public Gardens, San Francisco, (Feria Grande). Meals can be had on Board.

RITCHIE & CO.

Hongkong, 1st December, 1903.

[1530e]

THE Favourite Passenger Steamer

"WING CHAI."

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$2; Return Ticket, \$1.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.

Hongkong, 16th December, 1903.

[1541e]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"HIMERA."

Captain Lockhart, will be despatched as above on or about MONDAY, the 28th instant.

For Freight, &c., apply to

SHEWAN, TOMES & CO.

General Agents.

Hongkong, 19th December, 1903.

[1454e]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW."

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 30th May, 1903.

[1522e]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIODO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN."

of the NORDDEUTSCHER LLOYD, Captain H. Förner, due here with the outward German Mail about WEDNESDAY P.M., will leave for the above places about 12/24 hours after arrival.

These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.

Agents.

Hongkong, 22nd December, 1903.

[1537e]

HONGKONG AVERAGE MARKET PRICES.

Corrected 9th December, 100 cts. per \$ Mex.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa

17

Beef Roast—Ham Ngau Yuk

17

Roast—Shin

17

Breast—Ngau Lam

14

Soup, Tong Yuk

13

Steak—Ngau Yuk Pa

17

Seirion—Ngau Lau

26

Sausages—Ngau Yuk Chau

26

Bullock's Brains—Know, per set

8

Tongue fresh—Ngau Li

each

"comred—Ham Ngau Li

55

Beef Root—Hung Choi

each

Brinjals, Green—Cheng Yuen Ker

3

Brinjals, Red—Hung Ker

5

Brassica—Pak Choi

2

Bamboo Shoots—Chook Shun

1

Cabbage, Chinese, com.—Kai Choi

2

Cabbage, (Shanghai)—Yeh Choi

10

Cane Shoots, bunch—Kau Shun

2

Cauliflower, Large size—Tai Yeh Choi

30

Cauliflower, Medium size—Cheung Yeh Choi-fa

20

Cauliflower, Small size—Sai Yeh Choi-fa

15

Carrots—Kam Shan

12

Celery, Chinese—Tong Kan Choy

4

Celery, English—Young Kan Choy

7

Chillies Dried—Con Lat Choi

18

"Red—Hung Fa

6

"Green—Cheng Lat Choi

7

Curry Staff, English—Ka Lee Choi Liu

5

Cucumbers—Cheng Kwa

5

Bitter Squash—Fei Kwa

1

Garlic—S

THE SHARE MARKET.

ARRIVALS.

Vessel	From	Agents	Date
Michael Jebsen, Ger. s.s., 210, Uldrup, 22nd Dec.,—Haiphong 19th Dec., Rice—J. & Co.			
Huan, Br. s.s., 1,143, Frazier, 22nd Dec.,—Wuh 17th Dec., and Chinkiang 18th, Rice.—B. & S.			
Manila, Br. s.s., 2,711, Lewellen, 23rd Dec.,—Yokohama 14th Dec., Gen.—P. & O. S. N. Co.			
Namsang, Br. s.s., 2,501, Wheeler, 23rd Dec.,—Calcutta 6th Dec., Penang 11th, and Singapore 15th, Gen.—I. M. & Co.			
Huilekong, Br. s.s., 783, Evans, 23rd Dec.,—Swatow 22nd Dec., Gen.—D. L. & Co.			
Tai Lee, Ger. s.s., 1,206, Michelsen, 23rd Dec.,—Delhi 10th Dec., and Hongay 20th, Coal.—Meyer & Co.			
Clun, Br. s.s., 2,311, Evans, 23rd Dec.,—Balik Papau 11th Dec., Liquid Fuel—Order.			
Taiwan, Br. s.s., 1,109, Harden, 23rd Dec.,—Canton 22nd Dec., Gen.—B. & S.			
Tsintai, Ger. s.s., 1,002, Koch, 23rd Dec.,—Bangkok via Swatow 12th Dec., Rice.—B. & S.			
Chiyuen, Ch. s.s., 1,211, Stewart, 23rd Dec.,—Canton 22nd Dec., Gen.—C. M. S. N. Co.			

Clearances at the Harbour (continued).

Hats, for Sir George.

Aragonita, for Singapore.

Pink Kong, for Macao.

Hua Verde, for Macao.

Wat Ho, for Shanghai.

M. Struve, for Haiphong.

Rudnshire, for Shanghai.

Wingchit, for Macao.

Tansui, for Shanghai.

Kweiyang, for Cebu.

Sungkiang, for Manila.

Departures.

Dec. 23.

König Albert, for Europe.

Hainan, for Coast Ports.

Hue, for Haiphong.

Anping, for Canton.

Australian, for Shanghai.

Trocas, for Shanghai.

China, for Calcutta.

Kwetwang, for Cebu.

Sungkiang, for Manila.

Passengers arrived.

Per Manila, from Yokohama—Messrs. Koh

Leap Cheang and Goh Say Eak.

Per Namsang, from Calcutta &c.—Miss

Gaspar, Major Hennege, Capt. Lorrell, Mr. Ho

Chak Lun, and 77 Chinese.

Passengers departed.

Per Rohilla Maru, for Manila—Mr. and

Mrs. John Eaton, Mr. and Mrs. Lee S. Smith,

Mr. and Mrs. L. E. Brown, Miss Margaret E.

Brown, Dr. and Mrs. R. H. Crunden and child,

Messrs. John J. Fisher, C. E. Pierce, Miss A.

P. Duncan, Mrs. H. Durven, Major W. Vinson,

Mrs. Chas. Richards, Major and Mrs. G. Smith,

Mrs. A. R. Cowden, Messrs. A. F. Marshall,

Chin Ah Soon, Chan Lun, Chan Cheng Zee,

Li Tuck Po, Juan M. De Los Kios and servant,

Mr. and Mrs. M. L. Stewart, Messrs. Lloyd

Weltnert, Coo Seito, Co Tico, Ly Liang, Sy

Bueo Sy Chan, On Tieng Co, Go Leo, Foo

Quin, Ko Kian, D. G. Moberly, Major and Mrs.

W. W. Robinson, Messrs. Geo. Alibau, S. R.

Price, Mrs. Lee Sy and 2 children, Messrs.

Les Kay, Cheng It, Wong Ting, Chan Go, K.

Lee Sam, Ley, Chioh Tong, Lei Curn,

Chan A. Ling, Mock Yao Song, Mrs. Isyu

Oyama, Messrs. Pun Fan, Ang Queng Ciong

and son, Mr. and Mrs. Ang Nan Chen, Messrs.

Ang Li Keng and children, Ang Ban Quiong,

Ang Pa, Ang Y. Tucin, Siy Lay, Que Chin, Co,

Siy Lian, S. Tong Co, Sy Chico, and Miss G.

W. Jackson.

Shipping Reports.

Str. Hailong from Swatow:—Strong mon-

soons, moderate sea, fine weather.

Str. Namsang from Calcutta:—Heavy mon-

soon, wind N.E. and N., heavy sea, weather

variable.

Str. Human from Wuhu:—Strong N.E. wind

and high sea through Formosa Straits, mode-

rating towards port.

Ships Passed The Canal.

Outward—13th November—Satsuma, Yan-

Tze, Renary, Queen Mary, Japan, Wurzburg,

17th November—St. Kilda, 20th November

Bernicia, Habuk Maru, Dragon, Anhui,

Min, Radley, Auchencraig, St. George, 25th

November—Shimosa, Inradeo, Cloverburn,

Alesia, Bentle, 26th November—Crusader,

Pyrrhus, Tydeus, 1st December—Bretz-huel,

4th December—Polynesian, Chardouin, Awa

Maru, Nestor, 8th December—Carl Chenan,

12th December—Keemun, Palma, 14th Decem-

ber—Mocetus, 16th December—Kanagawa

Maru, Glengyle, Sachsen, Shanghai, 18th

December—Seneca, Ernst Simon, Kintuck,

Kamakura Maru.

Homeward—13th November—Vindobona,

4th December—Preussen, 16th December—

Freiburg, 18th December—Tantalus, Saxonija.

Arrivals at Home—13th November—Bam-

berg, Inada Maru, Konigsberg, Andalusia,

17th November—Socotra, 17th November

Seydlitz, Braemar, 18th November—Itachi Maru,

1st December—Agamemnon, Abyssinia, Kent-

mere, Yarra, 1st December—Indomenea, Bor-

neo, 8th December—Wakasa Maru, Rom,

Pakting, Dharwar, 12th December—Brigado-

nia, Sambia, 16th December—Australia,

18th December—Genturti, 21st December

Java.

THE HONGKONG TELEGRAPH, WEDNESDAY, DECEMBER 23, 1903.

ARRIVALS.

Vessel	From	Agents	Date
Gaelic	Shanghai	O. & O. Co.	Dec. 24
Perla	Manila	S. T. & Co.	Dec. 24
Tijilatjap	Shanghai	C. J. J. L.	Dec. 24
Bingo Maru	Calchas	B. & S.	Dec. 24
Calchas	Manila	S. T. & Co.	Dec. 26
Aran	Taiyuan	B. & S.	Dec. 27
Hikong Maru	San Francisco	P. M. Co.	Dec. 31
Polyesian	Vancouver	C. P. R. Co.	Jan. 5
Athenian	San Francisco	F. M. Co.	Jan. 10
China	Portland	P. & A. Co.	Jan. 19
Indravelli			

Vessels in Port.

STRAMINS.			
Amigo, Ger. s.s., 822, Hansen, 19th Dec.,—Port Wallet and Pakhoi 14th Dec., Coal and Gen.—J. & Co.			
Aragonita, Ger. s.s., 3,551, Forte, 20th Dec.,—Shanghai 17th Dec., Gen.—H. A. L.			
Borneo, Ger. s.s., 2,168, Muhs, 17th Dec.,—Sandakan and Zamboanga 11th Dec., Timber and Gen.—M. Co.			
Brunei, Ger. s.s., 1,002, Koch, 23rd Dec.,—Bangkok 12th Dec., Rice.—B. & S.			
Chiyuen, Ch. s.s., 1,211, Stewart, 23rd Dec.,—Canton 22nd Dec., Gen.—C. M. S. N. Co.			

Letters and Post Cards are now received for transmission to Europe via Dalny and the Trans-Siberian Railway, and should be marked accordingly. Unpaid or underpaid correspondence cannot be forwarded. The Rates of Postage by this route will be the same as at present via the Suez Canal.

Letters intended to go by this route should be posted not later than the Wednesday in each week, so as to catch the fast Russian boat from Shanghai to Dalny which leaves Shanghai every Sunday.

The Post Office will be closed on Christmas day, the 25th, and Boxing day, the 26th inst. There will be one delivery each day and a collection from the pillar boxes as on Sundays, all outgoing mails will be closed at 9 a.m.

The Money Order Office will be entirely closed.

On Friday, the 1st prox., the Post Office will be open from 8 till 9 a.m., and on the arrival of the English Mail for one hour. On Saturday, the 2nd prox., the Post Office will be open until 10 a.m., for the dispatch of the English Mail to Europe.

Manila—Per Rosetta Maru, 29th Dec., 10 A.M.

Hounslow, Br. s.s., 1,860, Adshend, 14th Dec.,—Moran and Dec., Coal—D. & Co., Ltd.

Kagan Maru, Jap. s.s., 3,007, Obno, 20th Dec.,—Shanghai 17th Dec., Gen.—N. Y. K.

Kohisichang, Ger. s.s., 1,293, Spiesen, 2nd Dec.,—Bangkok and Ang Hin 21st Nov., Rice.—B. & S.

Korea, Am. s.s., 5,651, Seabury, 14th Dec.,—San Francisco 18th Nov., and Shanghai 12th Dec., Mails and Gen.—P. M. S. S. Co.

Loongsang, Br. s.s., 1,092, Weigall, 21st Dec.,—Manila 18th Dec., Gen.—S. T. & Co.

Loosok, Ger. s.s., 1,200, Leuss, 15th Dec.,—Bangkok 5th Dec., Rice and Wood.—B. & S.

Mercedes, Br. s.s., 2,925, McGregor, 12th Dec.,—Wellington 17th Dec., Coal—Admiralty.

M. Struve, Ger. s.s., 965, Brandt, 20th Dec.,—Haiphong 16th Dec., and Hoihow 19th; Rice and Pigs.—A. R. M.

Mongku, Ger. s.s., 859, Götche, 21st Dec.,—Bangkok 12th Dec., Rice.—B. & S.

Nanchang, Br. s.s., 1,062, Robinson, 22nd Dec.,—Hilo and Cebu 17th Dec., Hemp.—B. & S.

Paul Beau, Fr. s.s., 1,669, Frangeul, 19th Dec.,—Singapore 12th Dec., Ballast—Chan Hewan.

Pitamulok, Ger. s.s., 1,267, Fuchs, 22nd Dec.,—Bangkok 12th Dec., and Hoihow 22th; Rice.—B. & S.

Radnorshire, Ger. s.s., 1,889, Burch, 21st Dec.,—London via Penang and Singapore 23rd Oct., Gen.—S. T. & Co.

Ruby, Br. s.s., 1,611, Almond, 22nd Dec.,—Manila 19th Dec., Gen.—S. T. & Co.

Selun, Norw. s.s., 865, Fingalson, 13th Dec.,—Canton 12th Dec., Gen.—E. A. T. Co.

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November 21st.

R. G. HECKFORD,
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